

AN AMENDMENT TO THE  
ADOPTED THOROUGHFARE PLAN  
REGARDING THE HOOSIER HEARTLAND CORRIDOR;  
SR 25 N, AND CR 500 E

THE COMPREHENSIVE PLAN FOR  
TIPPECANOE COUNTY  
VOLUME 4: THE THOROUGHFARE PLAN  
ADOPTED SEPTEMBER 16, 1981  
MISC. 81 - PAGE 446

TIPPECANOE COUNTY AREA PLAN COMMISSION  
20 NORTH THIRD STREET  
LAFAYETTE, INDIANA 47901-1209

JOHN DOWNEY, PRESIDENT  
JAMES D. HAWLEY, EXECUTIVE DIRECTOR

MARCH 1996

ADOPTED BY THE AREA PLAN COMMISSION OF TIPPECANOE COUNTY AT  
ITS REGULAR MEETING ON FEBRUARY 21, 1996

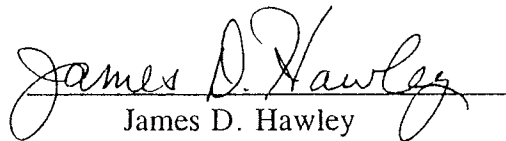


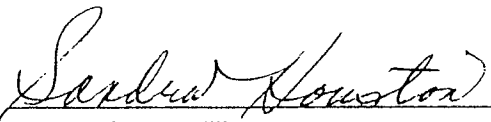
## CERTIFICATE

As Executive Director to the Area Plan Commission of Tippecanoe County, pursuant to Indiana Code Section 36-7-4-511, I, James D. Hawley, do hereby certify:

- that the attached report and graphic showing the Hoosier Heartland Industrial Corridor and amending existing SR 25 and CR 500 E to Rural Secondary Arterial status, being an amendment to the Thoroughfare Plan, Volume 4 of the previously adopted Comprehensive Plan for Tippecanoe County, was adopted at a public meeting of the Area Plan Commission of Tippecanoe County held February 21, 1996:
- that notice for this meeting was made in accord with Indiana Code Section 36-7-4-507; and
- that this amendment was adopted by a majority vote of the members of the Area Plan Commission of Tippecanoe County as provided by law.

All of the above items I do hereby certify on this 26<sup>th</sup> day of February, 1996.

  
James D. Hawley  
Executive Director

Attest:   
Sandra Houston  
Secretary



## MEMORANDUM

TO: Area Plan Commission  
FROM: Staff  
SUBJECT: Hoosier Heartland Corridor: Amendment to  
*The Thoroughfare Plan*, Volume 4 of *The Comprehensive Plan for Tippecanoe County*  
DATE: February 21, 1996

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### STAFF REPORT

ISTEA (the Intermodal Surface Transportation and Efficiency Act of 1991) made the Lafayette to Toledo, Ohio route, SR 25 and US 24, a High Priority Corridor and a section of the National Highway System (NHS) because of its economic and mobility potential. This gives the corridor special funding. Much of the section from Logansport to Ft. Wayne is completed with the remaining sections either under construction or already designed. To complete the corridor, the route from Lafayette to Logansport needed to be selected.

SR 25 is currently the only direct route linking Lafayette, Delphi, and Logansport. From approximately one mile north of the I-65 interchange to Logansport, much of SR 25 is a two lane facility over hilly terrain with many curves. Some segments of SR 25, especially those closer to Lafayette and Logansport, are either at or exceeding traffic capacity for the current design. From 1986 through 1992, the Lafayette to Delphi segment of SR 25 annually averaged 48 traffic accidents; four fatalities occurred during this period. In the current *Thoroughfare Plan*, existing SR 25 is shown as a Rural Primary Arterial (Figure 1).

Over the past fourteen months, The Corradino Group, a consultant contracted by the Indiana Department of Transportation, has conducted a Hoosier Heartland Industrial Corridor Study. The purpose of the study was to find a corridor from Lafayette to Logansport while doing a limited environmental assessment.

The corridor study involved a series of nine public meetings ensuring a public participation process. The corridor was separated into three segments: from Lafayette to south of Delphi, from south of Delphi to north of Delphi, and from north of Delphi to south of Logansport. The Corradino Group began with eleven alternative routes with over 2,500 possible links for the Lafayette/Delphi segment. By using nine factors, the eleven potential routes were narrowed down to one. The factors included impacts on relocations, wetlands, prime farmland, and traffic flow. A 1000' wide corridor was used in analyzing impacts. Citizens were given the opportunity to weigh the factors according to their significance.

The final two alternative routes were segments A3 and A5. In selecting the preferred alternative, a 300' wide impact corridor was used. Segment A3 called for adding

travel lanes and rebuilding existing SR 25. Segment A5 created a new route that paralleled the Norfolk Southern rail corridor. After evaluating the two routes using the weighted factors, segment A5 was chosen. While segment A5 took the most prime farmland (275 acres), it had the fewest impacts on relocations, wetlands and traffic flow, and it would cost less. The Lafayette/Delphi segment of the corridor would displace a total of eight homes and one business.

Traffic assignment analysis shows that by the year 2025, the new corridor would carry close to 20,000 vehicles per day while the ADT on existing SR 25 would drop to around 5,000. In 1994, APC staff updated *The Transportation Plan for 2010* as required by ISTEA with a 2015 schematic network. In the 2015 network, a Hoosier Heartland Corridor route similar to the recommended A5 route was modeled. The results were very similar to the corridor study's results: ADT on the Hoosier Heartland Corridor was around 20,000 and ADT on existing SR 25 dropped to around 3,000.

The recommended Hoosier Heartland Corridor is to be a median-divided, four lane facility, with limited access. **Figure 2** shows the *Thoroughfare Plan* after the proposed amendment. The Hoosier Heartland Corridor would be reclassified as a **Rural Divided Primary Arterial**. Right-of-way width for the facility would be 300' (**Figure 3**). Because ADT on SR 25 would drop significantly to around 5,000, it would be reclassified to a **Rural Secondary Arterial** status.

The length of the Lafayette/Delphi segment would be approximately 11.1 miles at a cost of \$65 million. Access to this segment would be provided at SR 25, CR 500 E, CR 750 E, CR 900 E, CR 700 N, and CR 900 N (**Figure 4**). Overpasses would be built over CR 450 N and the Norfolk Southern rail line. Because an intersection with CR 500 E would provide access to both CR 450 N and CR 300 N, CR 500 E would be reclassified a **Rural Secondary Arterial**.

The next steps in the Hoosier Heartland Industrial Corridor process are to complete an Environmental Impact Statement (EIS) and to protect the corridor from future development. Amending the recommended Hoosier Heartland Industrial Corridor route into *The Thoroughfare Plan* helps protect this vital corridor, so important for economic development, safety, and mobility to the population centers it will serve. At the December 20, 1995 meeting of the Technical Highway Committee, a motion to adopt this amendment was approved unanimously.

### **STAFF RECOMMENDATION**

Amend *The Thoroughfare Plan*, Volume 4 of the *Comprehensive Plan for Tippecanoe County* to include 1) the recommended Hoosier Heartland Industrial Corridor route as a limited access **Rural Divided Primary Arterial** with a proposed 300' Right-of-Way; 2) reduce existing SR 25 N to a Rural Secondary Arterial status; and 3) include CR 500 E between CR 300 N and CR 450 N as a **Rural Secondary Arterial**, all as shown in **Figure 2**, attached.

**THOROUGHFARE PLAN  
RURAL AREA  
BEFORE AMENDMENT**

SR 25  
225  
225  
450 N  
300 N  
400 E  
725 E  
750 E  
775 E  
500 N  
900 N

**URBANIZED AREA**

**RURAL ARTERIALS**

	EXISTING	PROPOSED
DIVIDED PRIMARY	=====	=====
PRIMARY	=====	=====
SECONDARY	=====	-----
INTERCHANGE	○	○

FIGURE 1

URBANIZED  
AREA

## RURAL ARTERIALS

EXISTING

PROPOSED

DIVIDED PRIMARY  
PRIMARY  
SECONDARY  
INTERCHANGE

FIGURE 1

# THOROUGHFARE PLAN RURAL AREA AFTER AMENDMENT

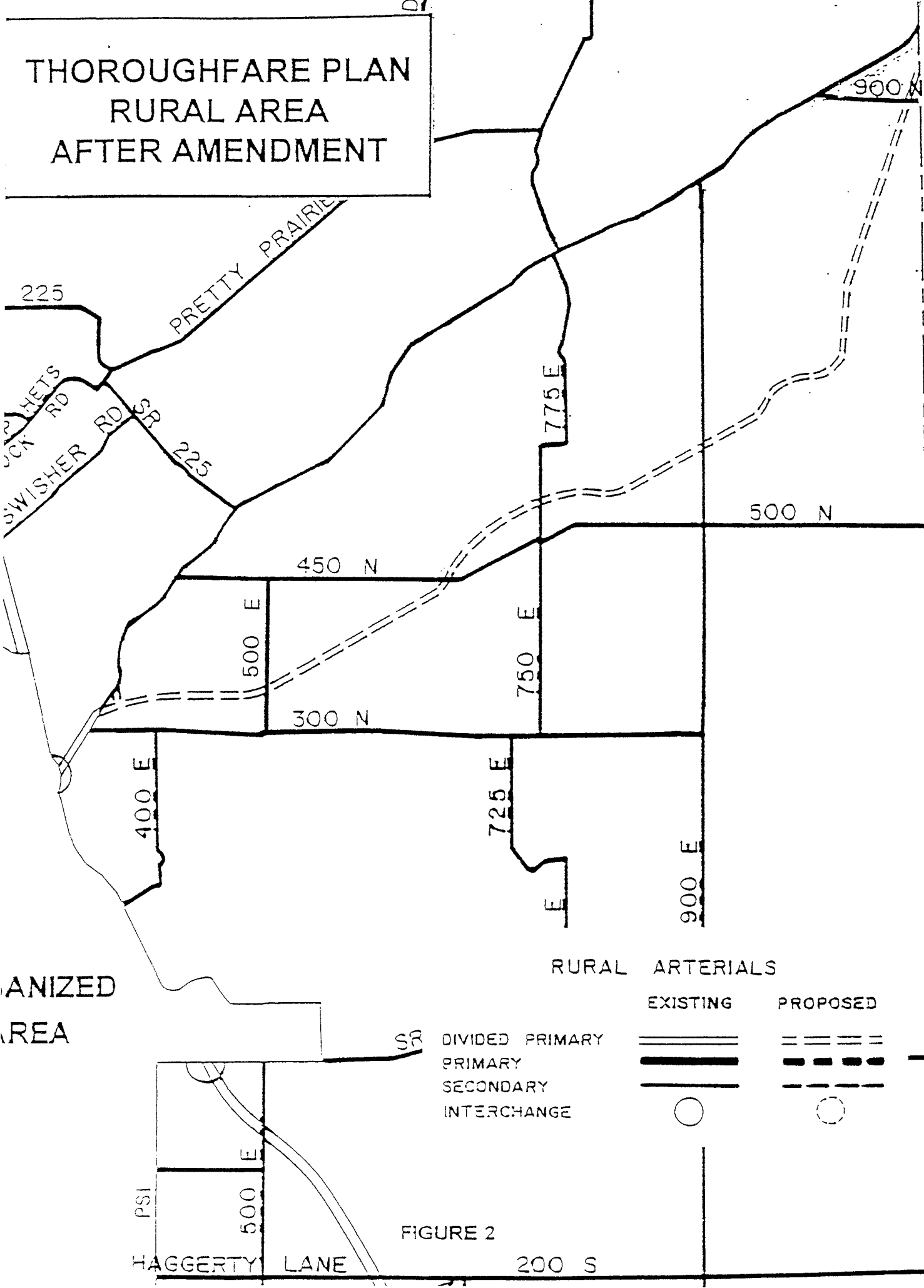
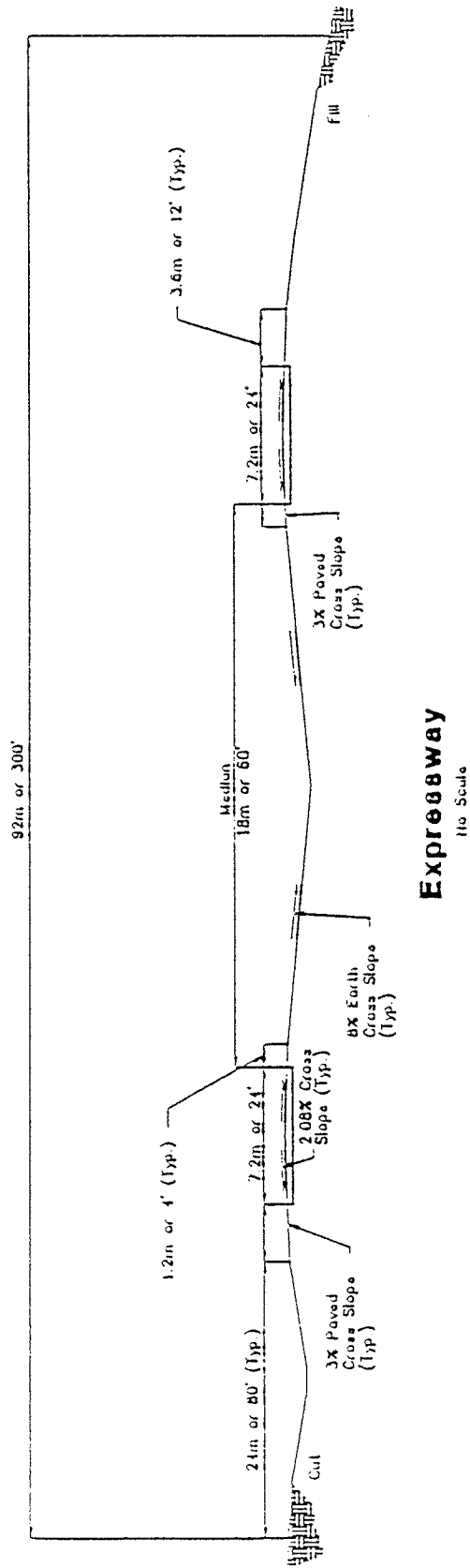


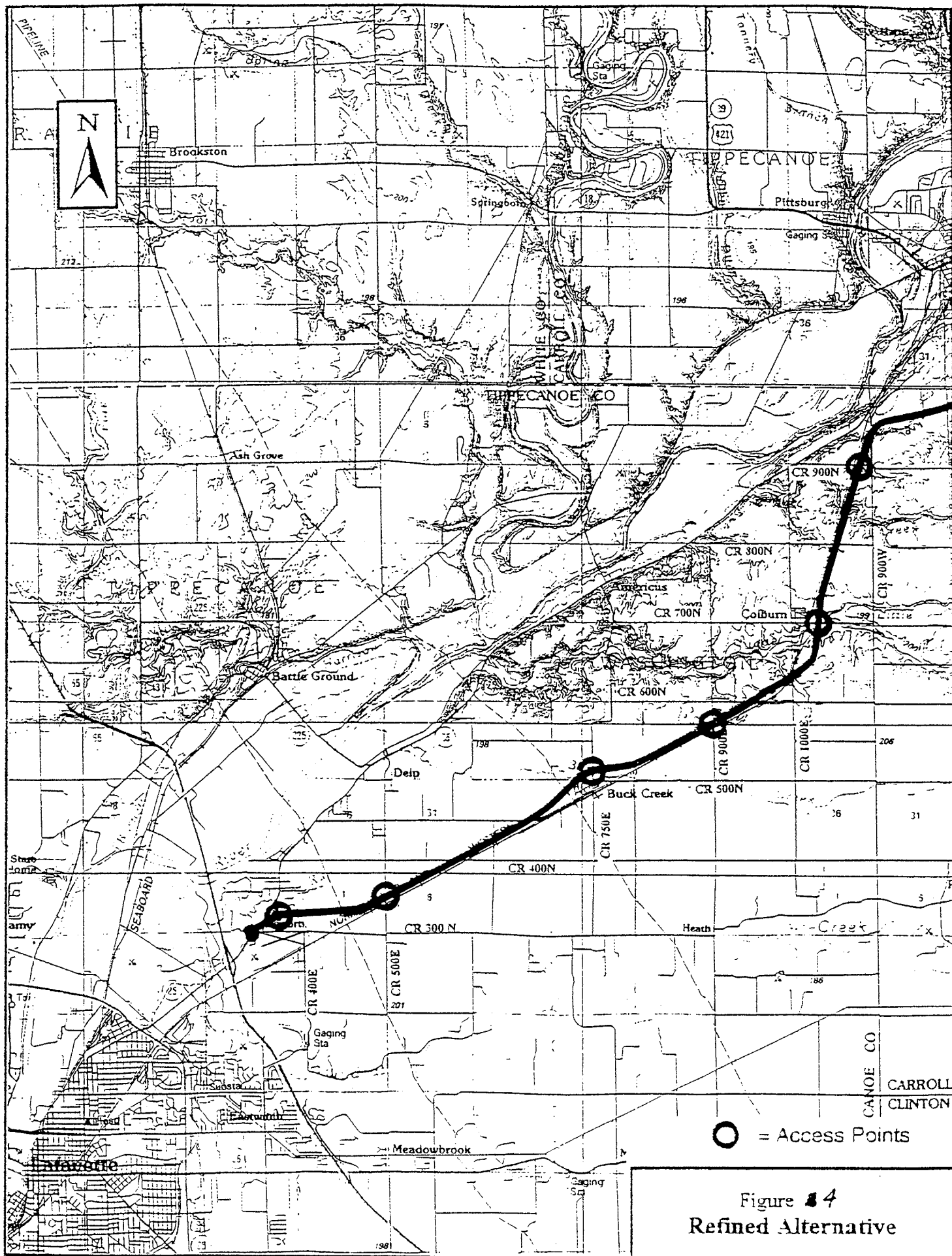
FIGURE 2



FIGURE 3

# Typical Roadway Section Expressway





RESOLUTION 96-04-6m

WHEREAS, the Indiana Department of Transportation did hire the Corradino Group to study the necessity of and a location for a major arterial from Lafayette to Logansport, and

WHEREAS, public involvement has been significant throughout the study and the study has been completed with a recommended route chosen, and

WHEREAS, the recommended route is supported by the Greater Lafayette Area Transportation and Development Study's 2010 Transportation Plan and Schematic Network, and

WHEREAS, the Hoosier Heartland Corridor will be shown as a Divided Primary Arterial with a right-of-way of 300 ft., and because of traffic changes caused by the Hoosier Heartland Corridor, SR 25 N and CR 500 E between CR 300 N and CR 450 N will be redesignated as Rural Secondary Arterials, and

WHEREAS, the Area Plan Commission of Tippecanoe County derives authority to approve amendments to the adopted Comprehensive Plan from Indiana Code Section 36-7-4-511; and

WHEREAS, the Area Plan Commission of Tippecanoe County did hold a public hearing following the proper publication of meeting notices under Indiana Code Section 36-7-4-507, to inform and hear discussion on this amendment to the adopted Thoroughfare Plan; and

WHEREAS, the Area Plan Commission of Tippecanoe County after due consideration unanimously adopted this amendment to the Thoroughfare Plan as described and shown in the attached staff report and maps, finding it to be in accord with its own goals, thus recommending the amendment to the BOARD OF COMMISSIONERS OF THE COUNTY OF TIPPECANOE.

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE COUNTY OF TIPPECANOE, STATE OF INDIANA, THAT:

The amendment to the adopted Thoroughfare Plan, Volume 4 of the Comprehensive Plan for Tippecanoe County, Indiana, is hereby adopted as described and shown in the attached report and maps.

This Resolution shall be in full force and effect from and after its passage.

ADOPTED AND PASSED BY THE BOARD OF COMMISSIONERS OF THE COUNTY OF TIPPECANOE, STATE OF INDIANA, this 4<sup>th</sup> day of March, 1996.

BOARD OF COMMISSIONERS  
THE COUNTY OF TIPPECANOE

BY

William Haan  
William Haan

Nola Gentry  
Nola Gentry

Gene Jones  
Gene Jones

ATTEST

Betty J. Michael  
Betty J. Michael, Auditor



## CERTIFICATE

I, James Hawley, Executive Director of the Area Plan Commission of Tippecanoe County, on this 5th day of March, 1996 do hereby certify to the Tippecanoe County Recorder that: That the Comprehensive Plan for Tippecanoe County and its various elements were previously adopted and recorded pursuant to statute in the Office of the Tippecanoe County Recorder as Record No. Misc. 81 page 434, on October 23, 1981; and,

Pursuant to IC 36-7-4-508(b) the Area Plan Commission has approved an amendment to the Comprehensive Plan for one of its member governments: Tippecanoe County, Indiana, at a public hearing held February 21, 1996; and,

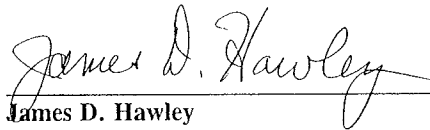
All hearings and meeting notices required by IC 36-7-4-507 to amend the Comprehensive Plan were held and complied with; and,

The amendment is known as "an amendment to add the Hoosier Heartland Industrial Corridor to the Adopted Thoroughfare Plan; changing the status of SR 25 N to a Rural Secondary Arterial; and adding CR 500 E from CR 300 N to CR 450 N as a Rural Secondary Arterial to the Adopted Thoroughfare Plan" and is attached to this certificate; and,

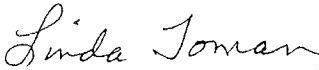
Pursuant to IC 36-7-4-508(b) I did certify this amendment to the Board of Commissioners of Tippecanoe County, Indiana; and,

The attached signed **Resolution #96-04-CM** verifies the adoption of this amendment to the Thoroughfare Plan, a part of the Comprehensive Plan, by the legislative body: Tippecanoe County, pursuant to IC 36-7-4-509(a); and,

Pursuant to IC 36-7-4-509(b) I do hereby present these documents to Tippecanoe County Recorder to be kept on file in the office of the County Recorder.



James D. Hawley  
Executive Director  
Area Plan Commission of Tippecanoe County



Attest  
Linda Toman



This document prepared by the Area Plan Commission of Tippecanoe County, Indiana.

